



# THE SQUADRON FLYER



Early Summer 2003

The Official Newsletter of the Condor Composite Squadron

## Condor Cadet Named New York Wing Cadet of the Year



(Pictured L-R, Capt. Scott Ullery, Wing Cadet Programs, C/Major Nathan King, and Colonel Austyn Granville, Jr., NYWG Commander)

Cadet Major Nathan King was presented with the Captain James "Burr" Reddig, USAF Memorial Award for New York Wing Cadet of the Year for 2002 at the annual statewide awards ceremony. Cadet King will also receive a four year scholarship from the Lauer Trust, a fund created to benefit Cadet of the Year recipients.

Cadet King was nominated and won Cadet of the Year for Finger Lakes Group earlier in the year, then went on to compete against nominated candidates from the other eight groups from across New York. Nathan was selected for the award for his volunteer service, leadership ability, academic standing, military bearing, and achievement within the CAP cadet program. He is the first cadet to win this award from the Condor Composite Squadron at both the Group and Wing level.

C/Major King is the cadet advisor at the Condor Composite Squadron based at Perry-Warsaw Airport. He oversees the overall cadet program within the squadron and advises the cadet commander and acts as a liaison between the senior and cadet members. He has also served as Cadet Advisory Council Vice-Chairman North for New York.

King is a Senior at Attica Central School in Attica, New York, and has been accepted for an USAF ROTC scholarship and will be attending Embry-Riddle Aeronautical University in Daytona Beach, Florida this Fall.

## Condor Cadet Receives Solo Wings as Birthday Present



On May 27, 2003, Cadet Captain Jonathan Fitch boarded CAP911L with LTC Diane Wojtowicz for what proved to be a very special flight.

After two spotless landings, LTC Wojtowicz stepped out of CAP911L and turned the plane over to C/Captain Fitch. With the squadron looking on, C/Captain Fitch took the controls, left the runway, and returned a Soloed Pilot after a picture perfect landing on runway 28 at Perry Warsaw Airport.

May 27 is also Jonathan Fitch's birthday, and what a present he gave himself. He also received the customary "clipping of the tail" and his Solo Flight Wings by LTC Wojtowicz. Cadet Fitch was instructed by both Diane Wojtowicz and Dana Boothe. Congratulations to those two proud CFI's.

### **CIVIL AIR PATROL IS ON THE WEB!**

*Check out the following links for more information!*

Civil Air Patrol National Headquarters: [www.capnhq.gov](http://www.capnhq.gov)

New York Wing Web: [www.nywg.cap.gov](http://www.nywg.cap.gov)

Condor Composite Squadron: [www.condor.nywg.cap.gov](http://www.condor.nywg.cap.gov)

### **For Public Affairs and Newsletter Information:**

*1 Lt. Scott A Gardner, USAF Aux.*

*PO Box 272, Warsaw, NY 14569*

*Phone: (716) 474-1169 - email: [capny354pr@wycol.net](mailto:capny354pr@wycol.net)*

## **The Sky's The Limit**

By 2<sup>nd</sup> Lt. Deborah Stearns  
*Squadron Admin. Officer*

Glider pilots are eternal optimists. They really **MUST** be because soaring depends heavily on weather factors. Soaring is a fair weather sport, although even fair weather can make for less than satisfying soaring conditions.

One hot, humid afternoon after my flight lesson, I was sitting around talking to some club members when a gentle breeze began to blow. On that particular day the soaring conditions were not very good. Yes, the sky was blue and the sun was out, but there was minimal rising air to keep the sailplanes aloft for any substantial length of time. It was a disappointing day, especially for the seasoned pilots. All of a sudden, skittering across the field was a tiny dust devil. One of the pilots shouted, "Look, there's lift!" Well, the amount of lift signified by the twelve-inch dust devil would probably not even keep a paper airplane aloft. We laughed about it silently wishing for the conditions to improve.

A couple of weeks later, I arrived for my soaring lesson with the feeling that I would not even get a chance to fly. I had driven through rain on my way to Dansville. Although it was not raining at the airport, I figured that lessons would be canceled due to inclement weather. Much to my surprise, my instruction went on as planned.

Due to a very stiff cross wind, my instructor prepared me for a rough takeoff and tow. He told me that I must be cautious not to let the wind lift the right wing of the glider during the takeoff. He also warned against letting the wind blow the glider out of position during the tow. No problem. I can do this. I think.

Well, the cross wind was stronger than I had thought. As we were pulled down the runway, a gust of wind caused the left wing tip to hit the ground. My instructor pulled it back into position for me and we soon were climbing to the eerie looking sky. Both the tow plane and the sailplane drifted slightly in the wind as we climbed through the turbulent air. We passed one thousand feet AGL (above ground level) and then twelve hundred feet AGL. Suddenly the clouds seemed to engulf us. The cloud base had dropped from 2100 feet AGL to 1200 feet AGL and we flew right into it. The tow plane became a ghost-like image as the clouds surrounded us. My instructor assured me that we would soon be out of the clouds and, within a few seconds, we were.

The tow plane began a very shallow dive to avoid reentering the clouds. That slight dive as well as the turbulent air put us into another difficult situation. The tow rope was no longer taut. A slack tow rope can be very dangerous in that the rope could either break under the stress of pulling it taut again, or it could get wrapped around the sailplane. After correcting that recurring situation five times, the tow pilot waggled the wings of the tow plane which meant for us to release the rope. I breathed a sigh of relief after that frightening tow only to have my instructor tell me to prepare for landing. Remember that

cross wind I had problems with during take off? Well, I was now going to experience a cross wind landing. Oh, joy. . . . During the landing, I had to fly faster than I usually did to make certain that I would not stall the glider or have a problem reaching the runway. The wind caused the glider to drift away from the runway and I had to quickly ease it back into landing position. I was SO nervous that I landed the glider **THREE** times. That is, I bounced down the runway. The rough landing was the perfect ending to a rough flight. Let me just say that it was a very educational soaring lesson.

I spent the rest of the afternoon chatting with fellow club members and listening to the weather factors on the radio. We talked about the awful weather conditions and how the radio was lying to us as it described better conditions than we were experiencing. Just then the eternal optimism common amongst glider pilots appeared once again. One of my instructors looked up at the sky and noticed a small patch of blue amidst the gray clouds. He shouted, "Look, Debbie! There's lift! Let's go!" I don't **THINK** so...As the circumstances in our lives continuously change, so do some opportunities.

Upon committing to soaring lessons, I had not realized the time requirement for flight instruction. Fully planning to continue my lessons as soon as the winter break ended and the 1996 soaring season commenced, I began to feel as though I had not been spending enough time with my family. I was employed on a full-time basis and had devoted seven years to evening college courses so I could earn my degree. Weekends following my college graduation had been occupied by soaring instruction and volunteer time at the air field. I began to agonize over the situation and realized that I had a tremendous decision ahead of me.

I had two choices. I could continue to seemingly neglect my family in order to make my dream come true or I could risk disappointment in the eyes of my instructors, my family and myself by taking a sabbatical. My decision to postpone my lessons until sometime in the future was not an easy one, although it was a blessing in disguise.

It has now been nearly two years since I have had the privilege of sharing a thermal with a hawk. I truly miss the indescribable feeling attributed to soaring. My desire to become a pilot has not diminished. However, it is appropriately prioritized among my lifetime goals. On occasion I think about my first day at the Dansville airport. It was windy, rainy and **COLD**. I walked to the hangar, introduced myself and jokingly commented about the great day I had picked to begin my soaring experience. I was surprised at the die-hard pilots that were at the hangar just visiting with each other. I listened to war stories and stunt stories (like the young pilot who buzzed a group of bikers). I heard stories about landing mishaps (such as the guy who landed in a tree) and stories of cross country flights. I did not fly that day, but a bonding occurred. I had been accepted into the soaring club, yet somehow I felt as though I had always been a part of their elite group. As I reflect on my experiences, I am certain that the bonding I felt on that cold May morning will always remain.

With my feet on the ground and my spirit in the heavens, I steadfastly believe that...**THE SKY'S THE LIMIT!!**

*Copyright © 1995 Deborah Stearns, All Rights Reserved*

## **Condor Cadet Promotions**

**May/June 2003**

**Congratulations on Your Achievement!**

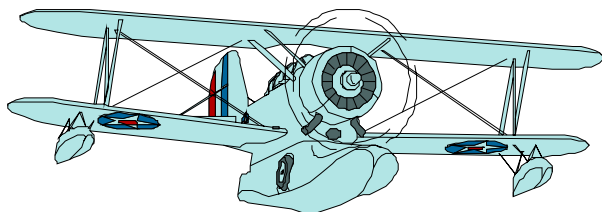
**Jonathan Marsh to C/Captain**

**Jacquelyn McGinnis to C/A1C**

**Joel Bouchard to C/TSgt.**

**Chrisitna Husted to C/SrA**

**Emily Wadsworth to C/MSgt.**



## **Seven Squadron Seniors Receive the General Chuck Yeager Aerospace Achievement Awards**

**The following Condor Senior members received  
the General Chuck Yeager Award for Aerospace  
Achievement.**

**1Lt. Chris Pascuzzo**

**2Lt. Deb Stearns**

**1Lt. Don M. McKeown**

**Captain Charlie Miller**

**Lt. Colonel Diane Wojtowicz**

**1Lt. Craig Wadsworth**

**1Lt. Scott Gardner**

**Those attending were presented the official  
award certificates by the Wing Commander at  
the New York Wing Conference.**

## **Calendar for June 2003**

6/10/03	Regular Meeting – BDU
6/14/03	Flag Day **Encampment application deadline
6/17/03	Regular Meeting – Class B Uniform
6/23/03	Group CAC & Commander's Call
6/24/03	Regular Meeting – BDU
7/26-8/3	NY Wing Encampment

## **ON THIS DAY IN HISTORY...**

May 1, 1960 -- The Soviet Union shot down a U-2 surveillance plane piloted by Capt. Francis Gary Powers. Powers was tried and convicted as a U.S. spy and sentenced to 60 years in prison. Two years later he was exchanged for a Soviet spy.

May 3, 1952 -- A C-47 made the first successful landing at the North Pole.

May 11, 1964 -- The XB-70 Valkyrie, built by North American Aviation, rolled out at Palmdale, Calif. Designed to fly three times the speed of sound and at altitudes above 70,000 feet, the 275-ton aircraft measured 185 feet in length and 105 feet in wing span.

May 12, 1980 -- The KC-10 Extender made its first flight.

May 20, 1951 -- Capt. James Jabara became the first U.S. Air Force jet ace.

May 28, 1959 -- Monkeys Able and Baker were recovered alive from the Atlantic Ocean near Antigua Island after a flight to an altitude of 300 miles in the nose cone of a Jupiter missile launched from Cape Canaveral, Fla.

June 1, 1992 - Military Airlift Command, Tactical Air Command and Strategic Air Command stood down and Air Combat Command and Air Mobility Command stood up.

June 6, 1944 - Army Air Forces and Allied aircraft flew approximately 15,000 sorties in support of the D-Day invasion.

June 10, 1989 - Capt. Jacqueline S. Parker became the first female pilot to graduate from U.S. Air Force Test Pilot School.

June 18, 1965 - B-52 activities began against the Viet Cong and North Vietnamese.

June 26, 1948 - The Berlin Airlift initiated in response to Russian blockade.

June 27, 1950 - President Harry S. Truman announced he had ordered the U.S. Air Force to aid South Korea.

June 29, 1949 - Air Force became the first service to announce an end to racial segregation in its ranks.

## Condor Takes a Field Trip

By 1Lt. Scott Gardner,  
Public Affairs Officer



*The Group in front of the menacing A-10*

Cadets and senior members recently visited the National War Plane Museum and the National Soaring Museum in Elmira, New York.

National War Plane Museum officials gave special permission to take a closer look inside and under the A-10. It was a perfect lesson in advanced aerospace technologies. The group also received a special walk-through on the B-17 “Fuddy Duddy.”



Cadets Husted and Willett were ready for a ride in the glider simulator. It appears that Cadet Husted was already off on his way!

The day was an excellent opportunity to get up close to gliders and vintage military aircraft. It was a good day for practical aerospace experiences. The squadron is planning a future trip this summer to the Curtis Museum in Hammondsport, New York. 🚀

## First Condor Cadet Receives the New Wright Brothers Achievement Award



Cadet Chrissy Husted was the first Condor Cadet to receive the Wright Brothers Leadership Achievement Award under the new CAP Cadet Testing guidelines.

## 2003 Pancake Breakfast a Success

This year’s pancake breakfast was a great success. Thank you to the senior and cadet members who attended and worked on Saturday and Sunday.

Over 250 breakfasts were served raising nearly \$1,000 for Finger Lakes Group Cadets to attend this summer’s encampment.

The cadets also received compliments on their displays in the mission base. The three flights each created a display highlighting one of CAP’s missions.

Captain Charlie Miller also took the opportunity to present Assemblyman Dan Burling with a certificate of appreciation for his assistance with a legislative grant to help remodel the mission base.



*“The Kitchen crew at work.”*